[TFR 28-1]

[handwritten "123"]

Entry * 3487
"15" Sep 1958
Operations Directorate

[handwritten "D-9 HQ National PVO Forces

Ts K K P S S

We report the following information regarding the violation of the State border of the USSR by an American aircraft on 2 Sep 58.

The violator was intercepted at 1510 hrs at an altitude of 10,000 meters in the area of MASTAR by two pairs of MIG-15 aircraft.

Upon the fighters' approach, the violator began to depart towards the State border of the USSR with a sharp diving turn to the right. It did not respond to the fighters' warning shots. On command of the Zakavkazskij PVO Corps Command Post, the fighters shot to kill.

The violating aircraft was shot down and crashed in the area 55 km northwest of EREVAN. The aircraft exploded on impact with the ground.

At the aircraft crash site the following was established:

- The violator is an American C-130 "Hercules" military transport aircraft with four turboprop engines.

According to gun-camera film, the aircraft had USAF markings and tail number 60528.

Factory þ 337824271 series 31[3?] was found on a [data] plate [probably riveted to the aircraft].

- The aircrew perished. So far, five bodies have been discovered at the aircraft crash site. Two identification cards issued by the Department of the USAF to CPT RUDIJ DZHI SVIESTR [Rudy J. Swiestra] and LT VILLAND MANUEHL' RIKARDO [Ricardo Manuel Villareal] were found. A list of five people was disclosed in a certificate:
  - CPT RUDIJ DZHI SVIESTRA;
  - CPT EDVARD DZHON DZHEROS; [Edward John Jeruss];
  - LT VILLAND MANUEHL' RIKARDO;

[TFR 28-2]
[handwritten "124"]
- 2 -

  - LT DZHON SIMONS; [John E. Simpson];
  - Senior SGT LEROU BRAJS. [SSgt Laroy Price]

Based on observations from the ground and the air, the crew did not parachute out of the aircraft.

According to radio-intercept data, the Americans are conducting a search for a missing C-130 type aircraft, tail number 60528, which had taken off from ADANA airfield (Turkey), supposedly equipped with the latest reconnaissance equipment.

The remains of the destroyed and scorched aircraft are under guard.

The Zakavkazskij Military Okrug Command Staff was given a report about the corresponding internment of the aircrew remains.

Further investigation of the aircraft remains continues.

[Original signed] I. KONEV

" " Sep 58

[Original signed] S. BIRYUZOV

" " Sep 58

[handwritten "Attest: LTC MUVETKOV
3 Sep 58
[illeg.]
[signature] 15 Sep"]
[TFR 28-3]
[handwritten "128"]

Copy þ___
[stamp "Entry No. 3223
Dates not given
HQ, National PVO Forces"]

C E R T I F I C A T E

The forensic investigation on the remains of the foreign aircraft aircrew, shot down while violating the State borders of the USSR on 2 Sep 58, south of the city of Leninakan.

At the request of the Acting Commander 34th Air Army, General-Major of Aviation K. T. TSEDRIK, a forensic investigation on the remains of the foreign aircraft aircrew was conducted at the crash site on 3 Sep 58. It occurred at 1700 hrs, on a clear, sunny day, in an open field at a point 44 km south of the city of Leninakan.

The investigation was conducted by LTC of Medical Services B. V. KRUKOVSKIJ, the Chief of PAL þ 2 of the ZakVO, in the presence of Chief of the Medical Services Department ZakVO, COL of Medical Services M.L. SKLARYARENKO and physician-specialist LTC of Medical Services I.L. VERNIK of the 35th PSEhO.

Preliminary Information.

The foreign aircraft, shot down over Soviet territory on 2 Sep 58 at 1506 hrs began to burn, started to disintegrate while in the air and fell in flames to the earth 44 km south of the city of Leninakan. The aircraft continued to burn on the ground. Remains of the first four bodies were recovered from under the burned fragments during the evening of 2 Sep. The remains of two more bodies were recovered on the morning of 3 Sep and the remains of one body on 3 Sep at 1700 hrs.

[TFR 28-4]

[handwritten "129" "153"]

External examination of the remains

On the ground, next to the smoldering remains of the aircraft lay the charred remains of human bodies having the appearance of shapeless, black lumps. The following corpses were identified through analysis of the remains:

1. Charred part of a corpse with intact bones of the shoulder girdle, part of the vertebrae and bones of the base of the skull.

2. Charred, grossly deformed, headless torso with charred upper and lower extremities; only the right foot was not charred, the skin had the appearance of a smooth shiny crust with red spots.

3. Grossly deformed, charred torso with charred upper extremities and charred thighs; lower legs and feet are missing.

4. Charred upper torso with remains of the head, right upper extremity and left shoulder; left forearm and left hand missing.

5. Grossly deformed and broken, charred torso with remains of the skull and upper extremities; lower extremities are missing.

6. Grossly deformed, charred torso with charred upper extremities and charred thighs; lower legs are missing.

[TFR 28-5]

[handwritten "16"]

7. Grossly deformed, charred upper torso with remains of the head (lower jaw with teeth completely intact) and right upper extremities.

In addition, the following separate charred remains of bodies were identified:

1. Charred muscle with a section of the right iliac bone and upper section of a right thigh bone.

2. Charred muscle with pieces of ribs from the upper thoracic cavity.

3. Charred left lower extremity with a section of the left iliac bone.

4. Grossly deformed, broken, and charred lower section of a torso with the lower extremities.

5. Charred section of a pelvis with the upper section of the right thigh.

6. Charred section of a pelvis with pieces of the iliac bone and head of the thigh bone.

C o n c l u s i o n s

Based on the examination of the remains of the foreign aircraft aircrew, I ascertain that the charred remains of the human bodies at the crash site of the aircraft are those of seven human corpses.

[TFR 28-6]

[handwritten "16"]

Identification of the dead is not possible due to the massive destruction of the corpses from charring and complete burning of body parts.

Forensic investigation conducted by:

CHIEF PAL þ 2 ZAKVO
LTC of Medical Services [signature]
[handwritten "3" to left of CHIEF] (KRUKOVSKIJ)

Present at the investigation:

DEPUTY CHIEF MILITARY-MEDICAL
DEPARTMENT ZAKVO
COL (Medical) [signature]
(SKLYARENKO)

DOCTOR-SPECIALIST 35TH PSEhO
LTC (Medical) [signature]
(VERNIK)
[TFR 28-7]
[handwritten "12"]

Entry * 2081
" 7 " Jul 58
Operations Directorate
HQ National PVO Forces

Ts K K P S S

The State border of the USSR was violated by an American military aircraft in the region south of EREVAN from the direction of Turkey on 27 Jun 58 at 1830 hrs.

The violator, at an altitude of 5,500 meters and a speed of 500 km/hour, penetrated 170 km into USSR territory.

Alert aircraft of the 976th IAP, 259th IAD of the Bakinskij Okrug PVO (Pilots were CPT SVETLISHNIKOV and Senior LT ZAKHAROV) intercepted the violator at 1844 hrs, 20 km east of SEZAN lake, and signaled it to land. The aircrew did not obey the demands of the fighters to "Follow [me] for landing" and continued to fly on a course toward BAKU. The Central Command Post of the PVO Forces ordered the forced landing of the aircraft. The fighters opened defensive fire at 1848 in the execution of this order. Afterwards, the violator attempted to depart toward Iran. Seeing that the violator was not obeying the demands of the fighters and based upon the orders of the CP, they opened fire on the aircraft setting it on fire.

Five personnel parachuted from the aircraft and four landed in the burning aircraft at the GINDARKH [grass?] airfield (105 km SW of KYURDAMIR).

The remaining surface sections and the tail unit are those of a four-motor C-118 military transport and have USAF markings and [tail] þ 13822. Remains of the burned aircraft are being investigated.

Of the nine American servicemen, two received minor burns.

On board the violator-aircraft were: COL BRENNER, MAJ's LAJLS, ALLAN, and KRANS, CPT KEJM, LT LYUTER, a SGT and two soldiers of the American Army.

[TFR 28-8]

- 2 - [handwritten "134"]

According to radio-intelligence and information from the preliminary questioning, it is established that: A four-motor USAF Douglas C-118A aircraft of the 7405th Squadron, 710th Group, Military Airlift Command (Wiesbaden AFB, West Germany), under command of Major LAJLS, took off at 1545 hrs from NICOSIA (Cyprus) flying the non-stop route ADANA, DIARBEKIR, Lake VAN, Lake REZAJE to Tehran.

The aircraft, passing SIIRD (80 km south of Lake VAN) at 1857 hrs, took a course toward EREVAN-BAKU instead of to Tehran. At this time, the weather in the region south of Lake VAN was 60- 90% cloud cover at 600-1000 meters with visibility of 10 km.

The detained American servicemen were sent to the city of KIROVABAD where they are being interrogated.

SOKOLOVSKIJ

YAKOVLEV

" " Jun 53

[TFR 28-9]
[handwritten "98"]

Ts K K P S S

An American C-118A Military transport aircraft violated the State borders of the USSR, in the region 30 kilometers south of EREVAN, and penetrated 170 km into USSR territory on 27 Jun 58 at 1830 hrs.

Fighters of the Bakinskij Okrug PVO took off and intercepted the aircraft-violator and, using signals, requested it to "follow me for landing" at the closest airfield.

After refusal to carry out the demand, the violator was fired on by a fighter and landed in flames at an airfield in the area of GINDARKH.

On 7 Jul 58, the aircrew of the violator, consisting of 9 people, was transferred by representatives of the USSR Border Troops to a representative of the American Military mission in Iran.

The wreckage of the aircraft is currently under guard, by troops detached from the forces of the Bakinskij Okrug PVO.

Considering that the American side up to this time has not inquired about the return of the downed aircraft remains and also that it is inadvisable to guard it further, the Ministry of Defense of the USSR would consider it expedient:

1. To destroy the downed aircraft remains and draw up a destruction certificate. The aircraft remains be transferred for re-processing in industry.

2. Should the Americans ask, give them the document regarding the destruction of the aircraft.

A draft decision of the TsK KPSS is attached.

Please review.

I. KONEV

" " Aug 58

Issue þ